

ARRIVALS.
Sept 22, CHOW FA, British steamer, 1,057, from
Stonham, Bangkok 15th Sept., Pilot—
General.—YUEN FAT HONG.
Sept. 22, BORNEO, Dutch steamer, 1,480, from
Klein, Swatow 21st Sept., General.—JAN
DINE, MATHESSON & Co.
Sept. 22, MENNON, British steamer, 926, from
Braneb, Sandakan 17th Sept., General.—
SPITTFIELD & SWINE.

DAVID SASSOON, Sons & Co.,
CLEARANCES
AT THE HARBOR MASTER'S OFFICE.
22ND SEPTEMBER
Levi, British bark, for New York.
Strathlees, British str., for Singapore.
Esmeralda, British str., for Manila.
Canton, British str., for Shanghai.
Kwongke, Chinese str., for Shanghai.
DEPARTURES

Sept. 22, CHUSAN, Dutch str., for Manila.
Sept. 22, WABBER, Dutch str., for Shanghai.
Sept. 22, ARON, Norweg. str., for Newchwang.
Sept. 22, CYCLOPS, Brit. str., for Shanghai.
Sept. 22, ALWINE, Germ. str., for Hobei.
Sept. 22, HAILONG, Brit. str., for Swatow.
Sept. 22, MARGABOUT, Brit. str., for Manila.
Sept. 22, ELSA, German str., for Manila.
Sept. 22, CHEANG HOCK KIAN, British str., for Amoy.
Sept. 22, CANTON, British str., for Shanghai.
Sept. 22, DON JUAN, Spanish str., for Manila.
Sept. 22, FIVE WARS, Chinese str., for Shanghai.

Sept. 22. NANKANG, BRIDGE ST. 100 PASSENGERS.
Sept. 22. STATELEYEN, BRIT. ST., for N. York.

PASSENGERS.
ARRIVED.
Per *Memnon*, str. from Sandakan.—Mr. and Mrs. Stardce, and 208 Chinese.

VISITORS AT HOTELS.
HONGKONG HOTEL.

Capt. Benson	Surgeon-Major and Mr.
Mr. D. M. Brown	Robins
Capt. Cunningham	Mr. Fred. E. Shear
Mr. J. David	Mr. J. M. Speet.

Mr. J. Kirkwood	Mr. J. Lantz	Mr. W. Tara
Rev. J. M. Norton, B.A.	Mr. & Mrs. Twamy	Mr. O. W. Orr
Mr. & Mrs. J. A. Richards		
Mrs. Robertson		

MOUNT AUSTIN HOTEL.

Mr. Beattie	Mr. Lind
Mrs. Blackburne	Mr. Nicholson
Mr. C. Broderson	Mr. A. A. Main
Mr. Hart Bank	Mr. Charles C. Naisch
Comal Bandler	Mr. & Mrs. McLeod
Mr. Bullen	Mr. Lewis Mendel
Dr. Barton	Commander Barry Palmer
Rev. R. M. Cobbold	Mrs. Bryn-Palliser

Mr. & Mrs. C. C. Cohen	Mrs. Pionrowska
Mr. J. B. Coughtrie	Mrs. J. Robertson
Col. Chaucery	Mr. A. Rowe
Mr. J. S. Ezekiël	Mr. J. J. Ruben
Miss Featherstonhaugh	Mr. Shaw
Mrs. Geo. Forwick	Mr. Shuman
Mr. W. K. Gaskell	Mr. Taylor
Mrs. Glover	Captain Tillet
Mr. & Mrs. Guinness	Hon. T. H. Whitehead
Mr. & Mrs. Kramer	

VESSELS IN DOCK.

ABERDEEN DOCKS.—
Kingside Docks.—*Patent, Chalcids, V.*

Le Lacour, Kwong Tung.
COSMOPOLITAN DOCK.—Avochia, Therm
pyles.

TO-DAY.
Sale of Japanese Ware at Mr. Armstrong
2.30 p.m.
Band at Barrack Square, 7.30 p.m..

HOTELS.

ARLINGTON AUSTIN HOTEL

Telegraphic Address, "Excelsior" Hongkong, Telephone No. 35.
A.B.C. Code.

This Magnificent Hotel is situated at the most beautiful part of the Peak, the air is delightful, cool and bracing, the temperature being at least 10 degrees lower than in the valley beneath. Luxuriously furnished, and Chinese and Western

THE TABLE D'HOTE DINNER
Is Served in the Grand Dining Room
at 7.45 P.M.
Arrangements can be made for Dinner Parties in Private Rooms. Tables or Seats can be reserved for the Table d'Hote, and Will be Issued to Order.
For further particulars apply to the undersigned, or to the SECRETARY at the COMPANY'S OFFICE.

B. ISHERWOOD,
Manager.
Mount Austin Hotel
Hongkong, 18th September, 1892. [1892]

HONGKONG HOTEL

Telegraphic Address, Telephone
"Kronin"—A.B.C. Code. No. 32.

The Hotel in the Far East; situated in the centre of the town, opposite the General Post Office and the Hongkong Club, and adjacent to Pender's Wharf (the principal landing stage of the Colony).

The Hotel **STRAK LAUNCH** conveys passengers and baggage to and from all Mail Steamers.

The **TABLE D'HOTE**, at separate tables, supplied with every delicacy.

The **BED-ROOMS**, with adjoining Bath-rooms are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted

THE READING, WRITING, AND SMOKING ROOMS, LADIES' DRAWING ROOMS, the BAR and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.

A GRILL ROOM where chops, steaks, &c., served at any hour, adjoins the HOTEL.

WINES and SPIRITS of the Best Brands on hand.

HYDRAULIC ASCENDING ROOMS of the latest and most approved type convey passengers & baggage from the Entrance Hall to each of the five floors above.

continually on duty.

R. TUCKER
Manager

Hongkong, 2nd April 1892.

**HONGKONG HIGH-LEVEL
TRAMWAYS COMPANY, LIMITED**

TIME TABLE

WEEK DAYS.

7.30 a.m. to 10.15 a.m. Every quarter of an hour.

12.30 p.m. to 2.30 p.m. Every quarter of an hour
2.30 p.m. to 8.00 p.m. Every quarter of an hour
Night cars at 8.45 p.m., 9 p.m., 11 p.m., and 11.15 p.m.

SUNDAYS.
10.30 a.m. and 10.40 a.m.
Noon to 2 p.m. Every quarter of an hour
2 p.m. to 8 p.m. Every quarter of an hour
Night cars from 8 p.m. to 11 p.m., every half hour

JOHN D. RUMPHREYS & SON
General Managers:
Hongkong, 1st April, 1882.

**NAPIER JOHNSTONE'S
SQUARE BOTTLE WHISKY**

be able of this good Scotch Whisky increases month by month; it is of Superior quality and of
CYLINDER, PALMER & Co's Selection.
Sole Agents for it—
**JANE CRAWFORD & Co
Hamburg**

[illegible]

on payment of a duty of about \$450 per ton. Thus the cost of sugar has been irregularly lashed to the end of the seas. It enabled the foreign buyer to get his cheaper, and it saved him the freight by river steamer. Thus the Chinese have been able to export their surplus without doing positive harm to both natives and foreigners; the small reduction in cost in no way meted severe fall in values in London brought about by the glut of supplies and a diminution of consumption."

Among the commodities which showed a decline in export last year was sugar. It was the staple of Canton last year. The value of Lappa and Canton sugar was \$7,689,000, or 10 per cent less than the output of important increase at Kowloon. At Canton the export of all kinds of sugar was 8,126 tons, while 4,421 tons were for other Chinese ports. The Kowloon Cane Sugar Company exported 24,605 tons, and Lappa has 4,223 tons.

SHIPPING.

The tonnage of foreign vessels entering Canton last year was greater than that of any previous year since the opening of the port for foreign trade. Of British vessels there entered in 1890, 1,069 ships, 1,124,454 tons, a least year 1238 vessels entered of 1,262,259 tons. There was also a noteworthy increase in the number of steamships. This increase in shipping was caused partly by the large importation of rice from Wuhu, and of opium from Newchwang. The re-opening of the "Black Seas" or Black Sea route, and the consequent increase in traffic, has also contributed to it. The passage had been closed from September 8, 1889, and it was opened on July 8 last.

GENERAL.

One remarkable feature of the trade at Canton last year was the extraordinary development of the use of transit passes. It was only in the previous year that foreign merchants began avail themselves of the treaty right, to send foreign goods through the interior to the coast for export, and receipt of a transit pass. Goods of the value of \$48,273, covered by 75 passes were that year sent into the interior. In 1889 transit passes to the number of 1,046 were given out, and the value of goods carried under such certificates amounted to \$1,070,000. The chief commodities thus sent into inland markets were Indian cotton yarn and raw cotton, gins and white sherings and other cotton goods, and various kinds of silk. The following observations: "To this remarkable development the transit trade is partially due the advantage gained in the table of imports, and it also shows to what an enormous extent, with lighter tax rates, the province can be made the center and prosperity of the provinces could be increased." Yet only one or two British subjects take full advantage of transit passes, and the British Government has declined to allow its subjects to land markets in any noticeable quantities.

The Link officials and the mandarin groups are violently opposed to the transit pass system and resort to all kinds of expedients to prevent the free use of the same.

Last year there was severe competition and the steamers plying between Hongkong and Canton, and between Meaco and Canton. A few months ago the competition was extremely low, almost ruinous, and the loss of Chinese passengers greatly increased. In 1890 the total reported to the Customs was 194,250 persons, and last year it rose to 1,794,238.

The revenue derived from the transit trade at Canton, Kowloon, and Lappa were respectively \$8,400,000, \$149,256, and \$115,835. At Canton and Kowloon the revenue was an advance of 10 per cent over the year before last. It is worthy of note that the Kowloon Customs stations collected on opium last year, £38,875. The arrangements for the collection of local duties on opium by the Imperial Maritime Customs are being completed rapidly, and it may be seen that no complaints arise.

The Government must be busy in actual operation for some time, and it is as yet rapid progress. On May 22, 1891, the day after when the making of silver coins was begun, on December 31, 1891, the output was as follows:

Dollars, 43,933; half-dollars, 17,847; 20 c pieces, 5,997,881; 10 cent pieces, 16,098,070; 5 cent pieces, 1,165,645.

